

VOLUME 18

JANUARY 1945

NUMBER 1

# THE HOSPITAL CORPS QUARTERLY

SUPPLEMENT TO THE UNITED STATES NAVAL  
MEDICAL BULLETIN

TEMPORARILY ISSUED MONTHLY



NAVMED 113

DIVISION OF PUBLICATIONS

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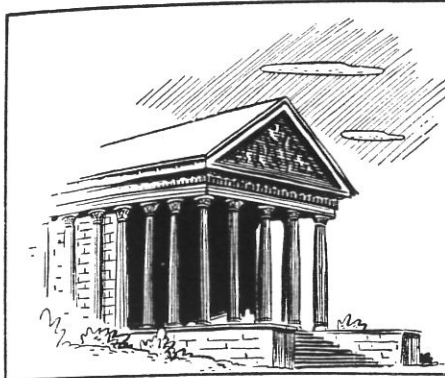
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Compiled and published under authority of Naval Appropriation Act for 1945  
approved 22 June 1944

*SSS*  
United States Government Printing Office, Washington : 1945

For sale by the Superintendent of Documents, U. S. Government Printing Office  
Washington 25, D. C. See page II for prices



# HOSPITAL CORPS ARCHIVES

## ERRANDS OF MERCY

By ROBERT A. WILSON, CPhM, USNR

### ENCOMIUM

No turrets turned upon her deck,  
No magazine below;  
She hadn't a single 3-inch gun  
To guard her from the foe.

Her armor belt, a band of green,  
Her mission not to fight;  
Yet she was a first-class Navy ship  
And Honor was her right.

She never knew the crash and roar  
And stabbing flames of strife;  
Her battles were of silence,  
Her victories were Life.

No glorious thrill of wild Romance  
Made easier her part;  
She carried on while others slept,  
And Healing was her art.

Where others took away, she gave;  
Received no wild acclaim;  
Yet deep in many Mothers' hearts  
The *Mercy* has its fame.

—George H. Reed, Lt. Comdr. (DC) USN, 1918.

*"How many fathoms have you now,  
Mr. Gorman?"*

*"Fourteen by the hawsepipe, sir!"  
"Let her be!"*

How often in memory do I hear this conversation from the bridge to the forecâstle, to the splash of the huge mudhook, with the accompaniment of loud rumbling and clanking from the chain locker, as the U. S. S. *Mercy* anchored in some harbor. The participants were Sailing Master G. E. Campbell, Naval Auxiliary Service, and Thomas F. Gorman, First Officer, who was later to become Master of the ship.

A battleship which engaged with the enemy many times—won many engagements against great odds, manned by fearless seagoing men—cruised the Atlantic during World War I. Her batteries were not 16-inch guns, her armor not 12-inch steel. The U. S. S. *Mercy*, one of the three hospital ships of the Navy during that war, fought her battles with medicines, instruments, knowledge, and skill. Many a sailor, ill and distressed — thousands of wounded soldiers from the battlefields of France—testify to her efficiency.

## LUXURY LINER TO TRANSPORT

The S. S. *Saratoga* was built for the Ward Steamship Lines by William Cramp & Sons, Philadelphia, Pa., in 1907. She was a sister ship of the S. S. *Havana*, built by the same firm for the same line. She was a 10,000-ton ship, with trim lines, built to carry passengers to South American waters, returning with cargoes of fruit to the United States. Her voyages as a civilian luxury liner continued until World War I engaged the Nation in hostilities, when the Government took her over for use as a transport.

Powered by twin screws, her 8 boilers fired by coal, she developed power in 2 triple-expansion engines giving her a cruising speed of 15 knots. Her 3 turbogenerators furnished electricity for all purposes. Two stacks carried the smoke from her boilers. Her length was 430 feet, her beam 50 feet 4 inches.

Following our entry into war, the S. S. *Saratoga* was chartered by the Navy to carry men and cargo to France. She was converted into a transport and was the first ship to land American troops in France. Sailing from the North German Lloyd docks at Hoboken, 9 June 1917, she arrived at St. Nazaire, France, on 25 June. She traveled in convoy, which consisted of the *Havana*, *Hancock*, *Dekalb*, *Crown Prince*, and *Saratoga*. Furnishing additional protection were the U. S. S. *Seattle* and 4 destroyers.

Across the pier, as she took on troops in Hoboken, lay the German liner *Deutschland*, later to be renamed the U. S. S. *Leviathan* and used as a troop transport. Among the troops on the maiden voyage was Harry E. Strong, of Falls Church, Va., then a private in the U. S. Army who made the passage and 27 months later returned on the U. S. S. *Leviathan* to the same dock in Hoboken, with General John J. Persh-

ing and his GHQ staff. Following the beginning of the present hostilities, Strong reenlisted as a private and at this time may again be in France.

For duty as a transport, the *Saratoga* had been armed with guns fore and aft for protection against submarines. A brush with one of the undersea boats had necessitated firing these guns; it was found that the decks had not been sufficiently reinforced to take the strain.

The encounter with the first submarine occurred 23 June 1917 at 2200. Seven shells were fired from the guns of the *Saratoga* at this time. Other encounters were had during the voyage, but the ship made a good passage and suffered no damage or casualties.

## SUNK IN NEW YORK HARBOR

Returning to Hoboken, she was again loaded, this time carrying in addition to troops, a number of Army nurses. Lectures were given to the passengers on dangers from submarines; wearing of life preservers and other necessary instructions for the voyage were stressed—and the great ship steamed down the river on her second voyage. This time she was to fail to make her destination.

Before she got outside New York harbor she was rammed by the S. S. *Panama* and sank in 4 minutes. Two Army Sergeants, John Meehan and Jerry J. O'Connor, of Huntington Park, Calif., were among the last to leave the ill-fated ship, after the forward gun was already submerged.

Ferryboats and other harbor craft took off passengers and crew. Pvt. Oscar G. Curtis, Wagon Company 101, was with a number of men who were taken off by a mud scow; they spent the night aboard this craft before being landed at Fort Totten. There were in all some 2,000 persons aboard. Loss of life was small,

although accurate figures are not available. Within a month all the troops left for France aboard other ships.

On 27 September 1917 the Navy purchased the *Saratoga* from the Ward Line for \$2,240,000 and proceeded to raise and tow the craft to the Tietjan & Lang Shipyard, Hoboken, N. J., to be repaired and converted into a hospital ship. Guns were removed, repairs made, and finally on 24 January 1918, with appropriate ceremonies she was commissioned as the U. S. S. *Mercy*.

#### GENERAL DESCRIPTION

In outfitting the ship the Navy spent a huge sum of money. Many additional items of equipment were necessary for a ship of this type and nothing was left undone to make her a complete, floating hospital. All of the gear necessary for a sea-going ship was furnished, from belaying pins to 50-foot motor sailers.

The after part of the promenade deck was enclosed in glass to provide a solarium for convalescent patients. An extra electric generator was installed to handle the X-ray equipment and a gift of \$25,000 by the Colonial Dames of America was used in equipping the operating rooms. In the preceding 2 months her palatial saloons, social halls, and smoking rooms had been stripped of all their glittering splendor. Her bulkheads now wore a coat of white enamel and her decks were tiled in the same hue. Instead of lounging divans, tea tables, and libraries, she now carried five operating tables and an equal number of instrument and dressing cabinets. Her hull was gleaming white with a broad green band encircling the ship.

On 21 May 1918 the ship was presented with the Clara Barton Memorial Colors. Officers and enlisted men were assembled at quarters on the forecastle, the furlled colors held by two hospital corpsmen.

That part of the Hague Convention which refers to hospital ships and maritime warfare was read aloud by the executive officer, Comdr. Harold W. Smith (MC) U. S. Navy.

The letter of presentation was then read by the commanding officer, Capt. Norman J. Blackwood (MC) U. S. Navy, representing the National First Aid Association. The letter<sup>1</sup> follows:

"These colors are presented to the U. S. Naval Hospital Ship *Mercy* by members, graduates, and friends of the National First Aid Association, in memory of the founder of the association, the late Miss Clara Barton. The colors carry with them the deepest respect of the association for the officers and men of this great, floating hospital, who have prepared themselves to carry first aid, medical aid, and surgical aid to the sick and wounded of our naval forces. May these beautiful colors, presented in memory of the woman who was known throughout the world as the Angel of Mercy, be an added inspiration to every individual officer and man serving on your magnificent ship, the Angel of Mercy of the United States Navy."

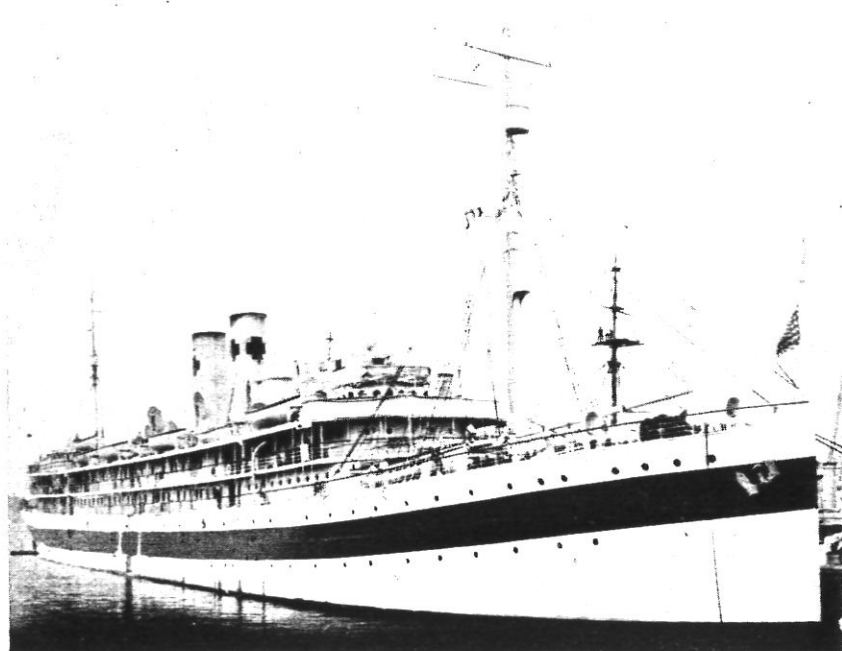
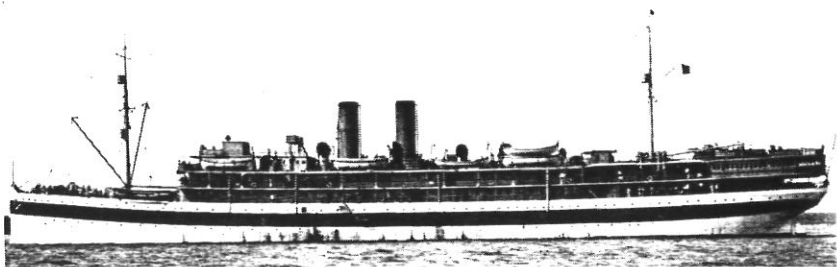
The medical department of the ship was comprised of wards M, G, and I and the laboratory. In these wards were 218 beds, with an additional 60 cots in the solarium. The

<sup>1</sup> Quoted from "Bringing Home the Wounded."



Chief Pharmacist's Mates (l. to r.) Joseph H. Bell, Donald G. Downer, Edmund T. Heinrich, John T. Cunningham, and James I. Miller.





**U.S.S. MERCY.** Top, as she was painted before starting transport service overseas; center, in camouflage for wartime ocean crossings; and bottom, after the armistice was signed and she could travel with lights in safety.

surgical ward, on the after main deck, had ports on 3 sides and contained 53 bunks. Ward E contained 22 bunks—totalling bunks for 331 sick men. A description<sup>2</sup> of the surgical department as written at that time follows:

"The surgical ward, on the after main deck, has ports on 3 sides. It has 53 bunks, each fitted with a Fowler spring. Aft of the ward and to the port side of the corridor is the surgical dressing room, fitted with an operating table, 2 instrument and supply cabinets, and various tables and trays. This room is so planned that 1 operating team can work here in emergencies. From here to the operating room, which is forward on the promenade deck, we find a suite of 5 rooms. To the starboard as we enter, is the instrument and dressing room, in which the surgical instruments are cleaned and stored. We find here complete surgical equipment, including electric-driven bone instruments, laparotomy instruments, including the various modifications in retractors, in gynecological, obstetric, and urological equipment.

"To the port side we have the septic operating room, including one table with lockers and trays, where only the worst infected cases are handled. Forward of the septic room is the sterilizing room, in which we have one electric blanket warmer, two water sterilizing and filtering tanks and two large pressure and vacuum sterilizing drums. On the starboard side we have again the etherizing room and forward to this, the scrub-up room. Then through the electric elevator, which carries the patient and wheel table from the surgical ward, we enter the operating room.

"The operating room is equipped with two operating tables with vari-

ous lockers and instrument stands. There is an intra-tracheal and an intraoral anesthetizing machine, a nitrous oxide-oxygen-ether machine, a cautery motor and an electric galvanic sinusoidal and lighting motor with its switches. From here we go to the X-ray room, which is off the port passageway on the hurricane deck. This room is equipped with the latest electric apparatus for fluoroscopic X-ray plating, foreign body localization and electrotherapy.

"The eye, ear, nose, and throat department is on the same deck, off the starboard passageway. It has a complete outfit for this work. Aft on the main deck and off Ward G is the genitourinary treatment room. It has 1 table and is equipped to do cystoscopic and operating urologic work. The dental office should also be included in this department. It is equipped with 2 chairs and all modern equipment. Besides the 1,044 patients attended in the office in 14 months, more than 50 were treated in bed. Some 2,418 operations were performed."

The autopsy room was aft on the port side, and the morgue, with a capacity of 28 bodies, was on the orlop deck.

The quarters for hospital corpsmen were 1 deck below the main deck, some 60 feet long by 50 feet wide. Access was gained by 2 ladders from the forward hatch. With approximately 115 hospital corpsmen aboard at all times, it was necessarily crowded. Bunks were 3 high, of pipe-stanchion construction.

Mess tables were secured to the decks and all meals served by mess-cooks. Steel lockers were also located in the quarters, one for each man. Hammocks and seabags were stowed in the bagroom, forward on the same deck. "Blackgang" quarters were amidship on the same deck.

<sup>2</sup>Quoted from "Bringing Home the Wounded."

Sick officers' quarters were on the promenade deck, aft of the main lobby. Here on the port side were beds for ward patients, with a lounge room just aft. On the starboard side were cabins for officers and a library and lounge. There were also quiet rooms, one for either side, forward.

The captain's cabin was just aft of the bridge on the promenade deck, while the officers' wardroom was aft on the hurricane deck. A lobby was aft of the surgical ward and extended from port to starboard with a wide stairway going up to the promenade deck lobby, which was the same size and location. Electric contacts were attached to the doors leading from both lobbies out on deck so the lights would be shut off whenever the doors were opened. The station of the medical officer of the day was in this main lobby.

As a sea-going ship, storage space for large quantities of food was necessary, and the *Mercy*, utilizing some of the cold storage spaces provided when the ship had been used in the tropics, was able to carry a year's supply of meat and frozen foods for the entire crew and a full complement of patients. The galleys were arranged as on any man-o-war, the bakeshop being adjacent to the galley. The ice plant had a large capacity, so there was never any shortage of that product. A diet kitchen,

just aft of the main lobby furnished special dishes for patients when so ordered.

#### MECHANICAL COW

One of the important items in diet for sick men is milk. Naturally it is not practicable to carry a dairy herd and fresh milk may be kept only a few days. About the time the *Mercy* was commissioned, experiments were being made with machinery to provide an unlimited supply of fresh, whole milk for installations where delivery was unobtainable from dairies. The machine, which was installed on this ship, was dubbed the "mechanical cow" by the crew.

The outfit consisted of a cylinder-shaped metal container resting inside a casing which was lined with steam pipes. At the bottom was a small propeller blade to agitate the contents. Leading from the tank was a pipe through which the solution was pumped into what appeared to be a cream separator, but was in reality an emulsifier.

In operation the tank was filled with water to a certain mark and the steam turned on; milk powder was added while the agitator kept vigorously mixing the solution. Sweet-cream butter was then added and after being thoroughly mixed was sent through the emulsifier, which discharged it through two spouts into ordinary milk cans.

The machine had a capacity of 15 gallons per hour and the product, which would pass all the tests for whole milk and was very palatable, was stored in the refrigerators and used exactly as the regular dairy product. While no cream would raise upon standing, as is the case with ordinary whole milk, it was very satisfactory. A 6-months supply of milk powder and sweet-cream butter was carried at all times.



Dispensary of *MERCY*. Standing, l. to r., man unidentified and Robert A. Scott, CPhM; seated, Robert A. Wilson and Claude S. Smotherman, pharmacist's mates.

Press releases have been issued within the past 2 years telling of a machine of this nature as something entirely new and revolutionary. Evidently the *Mercy* was "born 30 years too soon."

The material division was divided into four sections—the dispensary and medical stores, property and linen, laundry, and special diets.

Handling laundry for a 400-bed hospital is quite a chore when there is ample room; aboard ship with limited space and few men to operate the equipment, it is remarkable that they were able to turn out the requirements of all the wards. The balance of the division is no different from that of a shore station.

During the time the *Mercy* was transporting casualties from France, the dispensary was in charge of Joseph H. Bell, Chief Pharmacist's Mate, with Albert V. Simons, Pharmacist's Mate, second class, as assistant. In World War II, Lt. Comdr. Joseph H. Bell (HC), U. S. Navy, is on duty at the Bureau of Medicine and Surgery and Simons is a pharmacist's mate, first class, aboard a YMS in the Pacific.

The personnel department was organized differently from that of other ships or stations. As this was a hospital, the commanding officer was a captain in the Navy Medical Corps. However, as it was a ship, navigating and engineering were necessary, which is outside the responsibility of the medical department.

Many of the crew of the S. S. *Saratoga* had been members of the Naval Auxiliary Service and upon the beginning of her war career they were retained aboard. Capt. G. E. Campbell, N. A. S., was master, being later relieved by Capt. Peters, N. A. S. The chief engineer was Mr. Frank Nelson, N. A. S. The seaman branch and the blackgang were com-



Pharmacist's Mates (l. to r.) Albert V. Simons, Clarence P. Callison, Claude M. Smotherman, Forest K. Smith, Herman J. Weinkauf, and Francis H. Reynolds, FRED HUFFMAN,

posed of both Regular Navy and Naval Reserve Force.

Following her commission as a hospital ship, the *Mercy* was loaded with a year's supply of medical stores in March 1918 and steamed to Yorktown, Va., where she relieved the U. S. S. *Solace* as hospital ship for the Atlantic Fleet. Here she handled all cases originating among the battleships and train, performing many operations and otherwise discharging the functions for which she was intended.

Two large ambulance boats of the gasoline-motor type, capable of holding about 16 stretchers each, made trips about the fleet to gather up patients while laying off Yorktown. They were brought alongside, and if the weather was smooth, the patients were carried up the broad gangways and distributed to the wards. If the weather was rough, the boats lay off, clear of the ship's side. Stretchers were picked up by a tackle lowered from a special davit and hooked into a bridle attached to the stretcher, then hoisted to the boat deck. Guide lines swung from the deck of the ship, handled by hospital corpsmen, steadying the stretcher and making an easier trip for the patient.

While at anchor with the fleet, the supply steamer *Fennimore*, which carried supplies from Norfolk to the

various ships anchored in York river, caught fire and burned. A fire and rescue party was sent from the *Mercy* to assist and do rescue work, returning with survivors for hospitalization. For this deed a commendation<sup>3</sup> was issued as follows:

"27 JUNE 1918.

Subject: Report of assistance extended survivors of *Fennimore*.

"The Commanding Officer has much pleasure and satisfaction in calling attention to the efficient performance of this duty by all hands, both Medical Department and crew. The former was in charge of Passed Assistant Surgeon T. L. Ramsey, R. F., assisted by Pharmacist (T) R. H. Stanley, U. S. N., and the latter in that of First Officer T. F. Gorman, N. A. S. These officers did not hesitate to go alongside the burning ship while small-arm ammunition was exploding and bullets flying, and remained in the most exposed places as long as they could be of any service in saving human life. The discipline and action of all hands reflects much credit upon them and the ship to which they belong.

(S) N. J. BLACKWOOD."

While acting as an overflow hospital for the U. S. Naval Hospital, Norfolk, and the Jamestown Naval Base, a fire occurred on 22 July 1918 which destroyed the hangar at the Naval Aviation Base. A boat crew from the *Mercy* in charge of Lt. W. E. Bryan (MC), U. S. Navy, was of much assistance in caring for those who were badly burned and injured by the falling building. This also proved to be a dangerous mission which was well performed, and gained the crew much credit.

On 3 September 1918, Capt. N. J. Blackwood (MC), U. S. Navy, was detached and Comdr. Ulys R. Webb (MC), U. S. Navy, took over command of the ship.

#### INFLUENZA EPIDEMIC

During the epidemic of influenza, in September 1918, the ship was active in caring for victims of the dread disease. Because of the limited

number of beds, only the more serious cases were accepted, but due to the medical care and nursing, only 118 deaths from the illness are recorded. It meant long hours and hard work for every member of the staff, from the commanding officer down to the newest hospital corpsman aboard.

Daily consultations were held in the wardroom, at which time were present medical officers from all the ships of the fleet. Treatments were discussed and reports made. Following is the commendation<sup>4</sup> from the Commander-in-Chief issued after the epidemic:

UNITED STATES

ATLANTIC FLEET,

U. S. S. *Pennsylvania*, Flagship,

4 November 1918.

From: Commander-in-Chief.

To: Ships present, Base 2.

Subject: Services of officers and men of Medical Corps during the recent epidemic of influenza.

1. The Commander-in-Chief desires to express his appreciation of the work performed by the officers and men of the Medical and Hospital Corps that came under his notice during the period of the recent epidemic of influenza. The skill displayed by these officers and men, and their untiring and self-sacrificing efforts in caring for the sick and in restricting the spread of the epidemic under the very trying conditions are worthy of the highest commendation.

2. Commanding officers will cause the contents of this letter to be made known to all concerned and will see that proper notation of these services is made on reports of fitness and service records of officers and men.

(S) A. W. GRANT,

Acting in Western Atlantic.

The athletic record of the U. S. S. *Mercy* for 1918 covered baseball, football, raceboating, etc. Twelve games of baseball were played with teams of various ships and stations, often with little or no opportunity for practice. However, the home team came through with 4 wins and 8 losses.

Football was a draw. There were four games played, with two wins

<sup>3</sup>Quoted from Hospital Corps Quarterly, October 1918, p. 100.

<sup>4</sup>Quoted from Hospital Corps Quarterly, April 1919, p. 106.

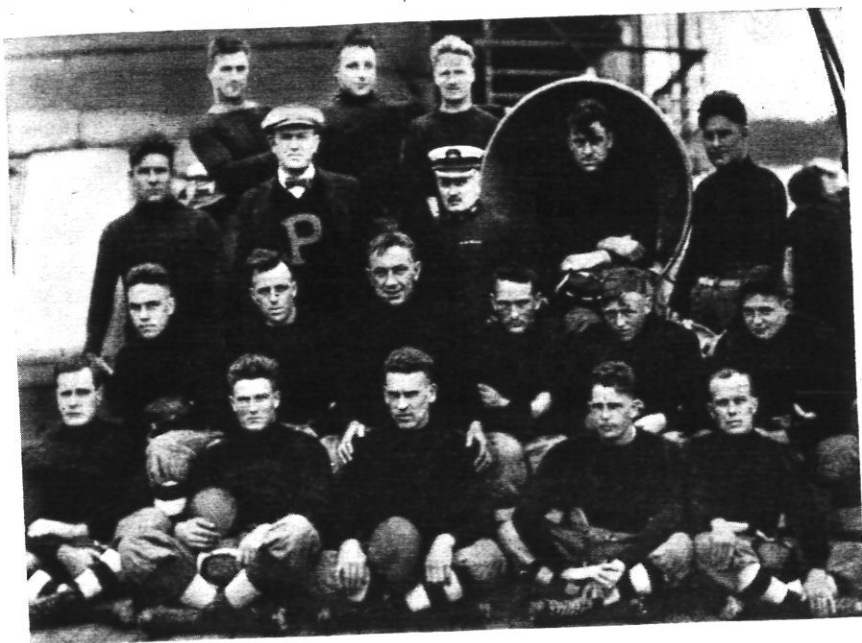
and two losses. The game of most interest to the crew was one in which, for the first time in history, the crew of one hospital ship battled with that of another. The team of the U. S. S. *Solace* met the men of the U. S. S. *Mercy* on the beach at Gloucester, Va., on 20 October 1918. It was the first game of the season and when the smoke of battle cleared away the team of the *Solace* walked away with the honors of a 7-0 score (and some \$1,500 in cash which had rested in the pockets of *Mercy* crew members before the game started) and the knowledge that for the first time, one hospital ship's team had defeated another.

Race boat crews were drilled regularly, pulling an oar in cutters, and many a race was held at Yorktown

and other places when some crew felt lucky. No record is available on racing results, however.

In football, the *Mercy* squad for the first game was:

|                               |       |
|-------------------------------|-------|
| WICKSON, Howard L., PhM2c     | Capt. |
| NOBLE, John H., Englc         | L. G. |
| FOULKNER (unknown)            | Alt.  |
| LEHMAN, Fritz T., PhM3c       | Alt.  |
| MERRILL, Elmer L., PhM1c      | Alt.  |
| ALLEN, Fred W., PhM2c         | R. G. |
| ALBRECHTSON, Egnard V., PhM3c | L. T. |
| BENDER, William E., CMM       | Alt.  |
| LAWSON, Lloyd L., Englc       | R. T. |
| WOODS (unknown)               | R. E. |
| BASSETT, Lawrence E., Englc   | Alt.  |
| OPPEGAARD, Reynolds H., PhM2c | L. E. |
| MILLER, Miles B., PhM2c       | Alt.  |
| MALING, HENRY L., PhM2c       | R. H. |
| WILBUR, Scott G., PhM1c       | L. H. |
| RHODES, John L., PhM2c        | Alt.  |
| DOWNER, Donald G., CPhM       | C.    |
| WILBUR, Scott G., PhM1c       | Alt.  |
| EVANS, Merlin D., Sic         | F.    |



MERCY's football squad.





Pharmacist's Mates (l. to r.) Garret V. Scott, Walter N. Blanchard, William W. Johnson, Wilbur A. Labron, and Horace M. Folsom.

#### TRANSPORT DUTY COMMENCES

On 1 November 1918 the U. S. S. *Mercy* arrived at Staten Island and on the 2d pulled into Brooklyn Navy Yard. Before the ship was even warped into the dock, workmen were swarming over her. Chalk lines were being sketched on her hull under the direction of a man who laid off in a small "bumboat," apparently holding a blueprint with instructions. As soon as she was tied up, painters began the work of camouflage and we then understood the meaning of the chalk marks. When completed, with zigzag streaks, blocks, etc., of gray, blue, and other drab colors, it would be hard to tell whether the ship was coming or going, and, if so, where or how fast.

At this time Comdr. C. L. Arnold, U. S. Navy, took command of the ship and work started on loading stores and equipment, building six look-out boxes, adding life rafts and getting ready for sea. Executive officer Comdr. Harold W. Smith (MC), U. S. Navy was detached and Lt. Comdr. Benjamin H. Dorsey (MC), U. S. Navy, reported aboard for duty as his relief. In the meantime the ship had been coaled and was ready to shove off.

The *Mercy* pulled out of New York Harbor on 6 November, in a convoy with the U. S. S. *Finland*, U. S. S.

*Georgia*, and the U. S. S. *Rathbun*. On the second day out it ran into a storm which caused the convoy to lose speed and finally the U. S. S. *Georgia* left the convoy, due to coal shifting on her deck. It was quite a blow of weather.

Hospital corpsmen acted as look-outs, three in each upper crow's nest and two in the lower forward. Extra watches were placed on the bridge and at various places on the ship to watch for submarines and other menaces to navigation and a safe passage. This required extra duty for all hands of the Hospital Corps. Probably not more than 50 of our crew of some 400 had had previous sea duty and many suffered with mal de mer.

During wartime it was necessary that no lights be shown which might attract the attention of enemy submarines or other craft. Running lights were not displayed and even within the crew's quarters—below the waterline, with the battle ports secured—absolutely no lights were allowed after taps. Coming into the quarters at midnight, following a 4-hour watch in the upper crow's nest during a storm, one passed across about 15 feet of open deck. As the ship pitched and tossed, water which had entered through sprung plates was sloshing across the deck. Pitch dark, it was necessary to slide toward where it would seem one's bunk would be located, and then pile in the first empty one found. Few men who came off watch after taps slept in their own bunks.

Dishes were kept in wire lockers built under the tables and one of these opened during the storm. The dishes, one by one, dropped on the deck. As they slid from one side of the ship to the other, coming up against the bulkhead with a smashing crack-up, the men would cheer.

One casualty of the storm, however, mourned by the crew, was the Edison phonograph in the Hospital

Corps quarters. With a number of good records, such as, "I'd Like to be a Monkey in the Zoo," "Oh, How I Hate to Get Up in the Morning," "Smiles," "I'm Everything," and others, the machine had been given to the ship and used for entertainment almost every day and evening.

When the *Mercy* started her transport duty the machine was lashed to a table in the quarters and was thought to be secure. One night, during the heavy blow, the phonograph came loose and was hurled to the deck. The men lying in their bunks could hear it as it slid from one side of the ship to the other and, finally, one brave hospital corpsman, probably dreaming of the Distinguished Service Cross, got up in the dark and announced his intentions of replacing it on the table.

As he maneuvered in the dark, guided only by sound, it came swooshing across the deck, water splashing about it, knocking him down. As soon as the air cleared he regained his bunk and let nature

take its course. The phonograph was a total wreck by morning.

#### ARMISTICE CELEBRATED

On 11 November a radio message was received via Arlington as follows: ONE HUNDRED SEVENTY-THREE ALNAV: ARMISTICE SIGNED AT 5 A. M. NOVEMBER 11. HOSTILITIES CEASE AT 11 A. M. GMT TIME.

#### SEC NAV.

That night a Peace Dinner was held in the wardroom—for the officers—with Commander Arnold, convoy commander, and Commander Webb, commanding officer of the *Mercy*, as guests of the wardroom officers. Lights were permitted in the wardroom until 2230, but the commanding officer, fearing that there might be submarines lurking in the vicinity whose commanders might not yet be aware of the cessation of hostilities, doused all lights except running lights visible for only a hundred yards and the ship proceeded otherwise as she had before. The enlisted men held no celebra-



Hospital corpsman "at ease" en route to France.



tion and their work continued unchanged.

The *Mercy* pulled into Brest, France, on 15 November. Commander Arnold was detached. The work of the *Mercy* was now to begin in earnest.

The *Mercy* carried in her bunkers only enough coal for a trip one way across the Atlantic. Therefore, it was necessary to refuel at Brest for her return trip. A number of barges were brought alongside and about 1700 one evening a coaling party of soldiers was brought out to our anchorage. They were fed, given an opportunity to bathe and wash clothes and then wait for the word to commence coaling. At midnight the party was recalled and not one lump had been loaded.

Then came the orders, "All hands and the ship's cook, coal ship," and the work began. Hospital corpsmen and the balance of the crew all put in long hours and the writer spent the last 2 hours of the 4-days-and-nights job lying on one side in a coal bunker, near the bunker plate, trimming. She had taken on, in buckets, handed up by staging, some 1,340 tons of coal. Forward bunkers had been filled through the cargo ports in the Hospital Corps quarters and dust an inch deep was all over bunks and bedding, lockers and tables. Everything movable was taken out and a deck hose turned on full force. Water flushed the dust through the ventilating openings in the steel lockers and many a

man was compelled to wash every article of clothing before it could be worn again.

Our first shipload of patients were taken aboard and on the 26th she sailed for the United States with 398 patients. Of these, 12 were Army officers, 346 Army enlisted, 4 hospital corpsmen (who had been with the marines), 2 Marine Corps officers, and 34 Marine Corps enlisted. Most of these were stretcher cases. Two soldiers died during the trip. The balance of the patients were unloaded at New York on the U. S. S. *Shinnecock*. Among our patients was Lt. Col. John A. (Johnny-the-Hard) Hughes, U. S. Marine Corps, a veteran of the Spanish War and the Philippines, Haiti, Mexico, etc., who came home with one leg useless. He brought back with him the British D. S. O., French War Cross, and Medal of the Legion of Honor. He had gone to France aboard this same ship, with the 6th Marines and then been placed in command of the 23d Infantry.

When wounded soldiers were transferred to the U. S. S. *Mercy* for passage to the United States, it was customary for the Army to issue each man replacement clothing and blankets. Many were ambulatory cases but were unable to carry excess gear, and did not appreciate having any extra luggage. They would give shirts, trousers, blankets, etc., to the sailors, many having been heard to say that they were not going to carry the surplus, and if no



The Chateau, Brest, France. This historical landmark was built about A. D. 800. Huge crane in background marks location of French Navy Yard.

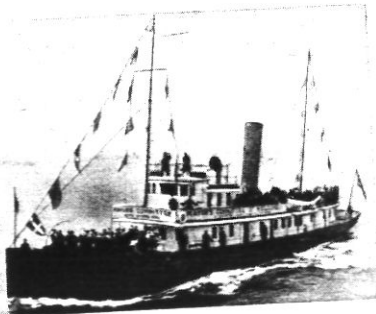
one wanted it, they would throw the articles overboard. For a time many members of the crew wore Army olive drab shirts and hobnail shoes while working.

Ship's carpenters set up a station for removing of hobnails and "mule shoes" from the shoes of the soldiers (at so much a removal) and did a land-office business. Pictures of the ship and views of groups aboard were also in demand and thousands were made up on the ship for them.

The ship had returned by the southern route to insure a smoother trip for the wounded men and her coal ran short. She therefore called at Hamilton, Bermuda, for fuel, steaming right in and tying up at the docks. After a little while the boarding officer (whom she had passed as he was being rowed out in a small boat to meet us) came aboard. As we had one case of mumps and one of measles aboard, he refused to allow us to stay at the dock. We immediately got underway and anchored off. The following morning, however, we were allowed to come in and take on coal. The port authorities, however, placed their policemen on the dock to make sure that none of the crew got ashore, so we saw Bermuda through a porthole. Several of the crew were able to say they were ashore in Bermuda by carrying garbage to dump in the GI cans on the dock.

Steaming into New York Harbor, 12 December 1918, the ship was met by the *Patrol*, a police boat which was loaded with people, carrying banners, "New York Committee of Welcome." A band played several numbers and cigarets and fruit was thrown to the men aboard.

Many newspapermen visited the ship while she was in port and numerous articles appeared in print about the ship and her work. Quoting from a story which appeared at that time:



Mayor's "Committee of Welcome" boat meets the *MERCY* entering New York harbor after the Armistice.

### NO WOMEN NURSES

"The sleeping quarters of the crew and of the officers had been noted; the wards, private rooms, and silent rooms for soldier patients had been inspected, but seemingly there were no accommodations for the women nurses.

"A query brought a solution of the mystery. There are no women nurses on the hospital ship *Mercy*. It is a man's world, made up of men, by men, and for men. The duties of a Red Cross nurse are in the hands of hospital corpsmen."

After the war was over, members of the Navy Nurse Corps were included in the complement of the ship.

On 13 December 1918 the *Mercy* still remained in camouflage. As there was no more danger of being sunk by a submarine, painters went to work to paint her in the regulation hospital ship colors. Accordingly she was decorated with a 6-foot green belt all around, a Geneva Cross on each side and on the stacks. It was quite a bit different from the zebra effect which she had been wearing.

While the submarine menace was over, there were many mine fields and it was necessary to protect the ship. Paravanes were carried and swung out when nearing land on either side.

Ever since being commissioned as a hospital ship, no mail had been allowed to leave the ship unless censored. Now the rules were changed and on 22 December we were told that the censorship was lifted and would be no more. The men could tell where they went and what they did.

#### SECOND VOYAGE—CHRISTMAS AT SEA

Christmas, 1918, was a gloomy one for the crew of the *Mercy*. We had been in New York Harbor and a number of the crew had been granted 5-day leaves so they could spend the holiday with home folks. Without previous warning on 22 December we pulled out for France, all leaves having been canceled. It was hard to take, but nothing could be done about it. There were wounded men to bring home and days meant much to the Navy.

The hospital corpsmen had their Christmas dinner in the convalescent mess hall on the main deck. Tables were set and gay, holiday decorations added much to the occasion. The menu was the regular holiday feast, with turkey, cranberry sauce and all the fixings.

The ship was doing a bit of pitching and rolling, but not too badly. Tables were placed athwartship and the first mess started in. Ten men were placed at each table, and in order to get in on early chow, Elmer L. Merrill, pharmacist's mate, first class, placed a stool at the end of one table. Plates were filled and the men were just starting to eat when the ship rolled heavily to starboard. Plates, turkey, and cranberry sauce slid down the table; Merrill went over backwards and was greeted with a shower of mess gear and food. While there was plenty of everything else, turkey had been rationed, so the men rescued their pieces of turkey and dishes and started all over again.

This second trip to France was much the same as the first, with the exception that lights were allowed, the ship docked at St. Nazaire and the ship's crew escaped the drudgery of coaling ship. Liberty was granted as usual for those times, port and starboard, from 1400 to 2200. With 387 patients aboard, the same westward voyage was made.

This time, however, when she stopped at Bermuda, there were no contagious patients on board, so liberty was granted—to the officers. A dance was held at a hotel there in honor of the *Mercy's* officers, the first dance to be held there since the beginning of hostilities.

Leaving Bermuda, the ship was about 3 hours out when she spoke a three-mast schooner, the *Anna R. Heidritter*, of Elizabeth, N. J. Her flag was upside down, at half-mast. A boarding party in charge of Lt. W. J. Rathbun, accompanied by Lt. W. E. Bryan (MC), went to her assistance in a whaleboat. They found she was 7 days out of New York, bound for the west coast of Africa. Her captain was dead, the first mate unconscious; the crew was lost and had no idea where they were. Dr. Bryan treated the mate, who was found to have pleurisy, and the boat returned to the ship. A radio message was sent to Bermuda, and a tug was sent from there to tow the schooner to port.

The patients were landed and taken to hospitals via ambulances from pier 45, North River, the usual docking place of the *Mercy*. Stores and supplies were taken aboard, and the ship departed for another voyage.

On the third trip the ship again encountered heavy weather. About 3 days out, a two-masted schooner, the *Yolando*, of Barbados, was sighted. Steaming close, the ship's foghorn was blown but no one appeared on deck. Her flag was upside down, sails mostly furled, but

her deck dry. The only sign of life was a pig, running about the deck. A boarding party was sent to investigate, but due to the heavy sea running, was unable to get aboard.

Joseph H. Bell, chief pharmacist's mate, was in the party and attempted to go over the side and barely escaped injury or death. The party finally gave up the attempt and returned to the ship. A radio message was sent out, notifying others of the menace to navigation and it was learned later that when another American ship found it still impossible to board her the following day, she was sunk by shell fire.

#### MERCY COMMENDED BY GENERAL PERSHING

This trip the ship went up the Garonne River to Bassens, the American dock 8 miles from Bordeaux. While there the ship was inspected by Gen. John J. Pershing and his staff, who complimented the commanding officer and crew on the care and attention which the men were receiving. He visited all wards and as he left the ship, said: "I cannot see how more could be done for their comfort."

Following the inspection of the *Mercy* by General Pershing, a commendation<sup>5</sup> was received by the commanding officer as follows:

BASSENS, FRANCE,

27 February 1919.

From: Marine Supt., A. T. S. BS  
No. 2.

To: U. S. Naval Dock Officer,  
Bassens.

Subject: U. S. S. *Mercy*.

1. It is requested that an expression of thanks be extended to the Commanding Officer of the U. S. S. *Mercy* for the interest, cooperation and valuable assistance rendered by him in connection with the embarkation of troops this A. M., which was inspected by Commander in Chief, A. E. F., General John J. Pershing, this morning.

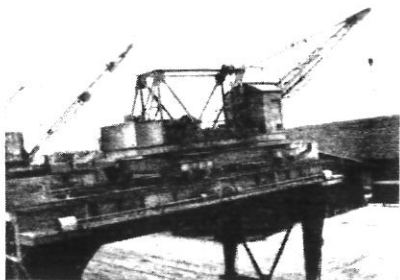
(Signed) W. J. MUIRHEAD,  
Major, R. T. C.

A newspaper was started on the ship edited by Chap. A. C. Larned, named "The Atlantic News." It was printed on a multigraph in the ship's

<sup>5</sup>Quoted from "Bringing Home the Wounded."



French architecture, Bordeaux, France, 1918.



Electric cranes at American docks, Bassens, Bordeaux, France. Much of the supplies for American Forces during the war was unloaded by these cranes.

"print shop" by R. A. Wilson, pharmacist's mate, second class. The first edition made its appearance on 15 February 1919, and issues appeared thereafter biweekly for several months. It contained, besides announcements, bits of news interest to the men, occasionally even a contributed poem.

Moving pictures were shown three nights a week in the convalescent mess hall and were greatly enjoyed. The films were silent, but comments made by men attending the show usually kept the performance lively.

A string trio furnished music on many occasions and played for the patients during their trip back home.

On the return trip the *Mercy* on 4 March pulled into the harbor of the Azores. There it was learned that it would be some days before fuel could be obtained, so after a consultation between the commanding officer and the chief engineer it was decided to try to make New York with the fuel aboard. She carried on this voyage 383 wounded men. One soldier died aboard on this trip.

One interesting incident occurred on this trip. While we lay at Bordeaux, 2 young French lads stowed away but were discovered and put ashore. When we got out to sea it was discovered that one of them, Eugene Cantot, had again attempted

it and was now aboard. When we arrived in New York City he was turned over to the immigration authorities at Ellis Island, but Chap. Frank E. Moyer took pity on the young fellow and adopted him. The boy said that his father and brother had been killed while serving in the French army and his mother was dead. He believed that an aunt lived in New York, but did not know whether it was New York State or city. He said he was 14 years of age and born in Lille.

Following the unloading of patients, taking on fuel and provisions, the *Mercy* again steamed for France. Her first port was Brest, where she coaled ship, immediately sailing for St. Nazaire. Here patients were taken aboard and after going through the locks, she headed back to the United States. She carried on this trip 384 patients. One soldier died during the voyage.

A few hours out of New York the ship was caught in a heavy fog. It was impossible to see more than 15 feet ahead. Speed was cut to one-third standard as a fog whistle signal was heard. A few minutes later the whistle was again heard, much louder, and the *Mercy* came to a dead stop. Three minutes later general alarm was sounded. Men rushed to their stations as the engines were given full speed astern and the ship heeled over to starboard.

Word went around that she had hit a mine (the paravanes were out in operating position); that she was rammed; a number of other conjectures. What really happened was that the S. S. *Charles Bradley* had been steaming along, full steam ahead, with her whistle blowing only once each 6 minutes. When she was visible, she was headed for the *Mercy's* beam. Only the prompt action on the bridge of the *Mercy* avoided collision, damaging if not

sinking, as she was cleared by not over 40 feet. Anchoring out, the ship was docked the following morning and the patients discharged.

A "Victory Ball" was held by the entire ship's company at the Cafe des Artistes on 24 April. The committee had spent much time in arrangements and had the ballroom decorated with signal flags and other paraphernalia. Tickets were \$5 each and more than 200 couples were in attendance; in fact, every man who could be spared from duty aboard ship. Two orchestras furnished music for dancing and also played during the banquet.

The grand march was led by Lt. Comdr. G. H. Reed, (DC) U. S. Navy. Most of the men arrived back aboard having expected to spend the morning in sleep. Instead a steaming watch was on and in a couple hours the ship was underway on another voyage.

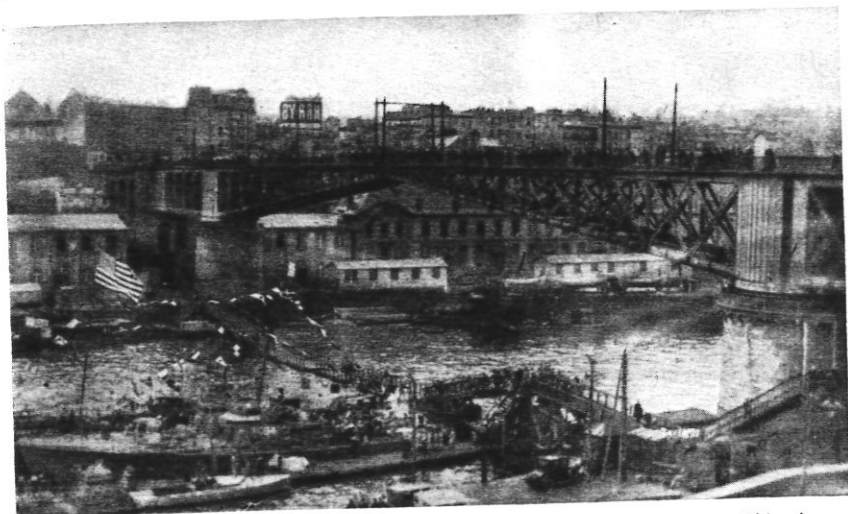
The fifth and last trip to France was begun on 25 April 1919. The *Mercy* carried a shipload of patients from various hospitals in and about New York to the U. S. Naval Hospital, Portsmouth, N. H. Two days



Pharmacist's Mates (l. to r.) Clarence P. Callison, Harold A. Stevens, Frank M. Emerson, Jasper C. Collins, John L. Stringer, Everett W. Bennett, and Fred H. Brooks.

later they were unloaded and she headed for Brest. There the crew was able to see Secretary of the Navy Josephus Daniels depart for the United States aboard the U. S. S. *Mount Vernon*.

After coaling ship, the *Mercy* left for St. Nazaire, where patients were loaded and she headed back. During this return trip a wireless was received that "U. S. Naval Seaplanes NC-1, NC-3, NC-4 left Trepassay Bay, New Foundland, for Azores, at 6:09, May 16." On the 22d a wireless was received that the NC-4 arrived at Horta.



The Secretary of the Navy, Josephus Daniels, embarks on a barge for France. This view of Brest shows the largest cantilever bridge in the world, in the background.





*Miss Liberty—Home again for our patients; merely another ferry trip for our crew.*

#### DETACHED AS TRANSPORT

On 23 May, while still steaming toward New York, the following radio message<sup>o</sup> was received:

"Upon arrival at New York, about 24 May, and upon completion disembarking passengers and hospital cases, U. S. S. *Mercy* detached temporary duty Cruiser and Transport Force and reassigned Train U. S. Fleet period Commander Train directs U. S. S. *Mercy* remain in New York and await orders from Chief of Naval Operations."

Orders were received from the Chief of Naval Operations to stay at pier 45, North River, for temporary repairs. On 13 June the ship sailed for U. S. Naval Hospital, Norfolk, with a load of patients. Returning from that place, she then transported a load of marines from Pelham Bay to the U. S. Naval Hospital, Philadelphia, returning to New York. The next trip was on to the Submarine Base, New London, Conn., where she picked up a number of patients and carried them to

<sup>o</sup>Quoted from "Bringing Home the Wounded."

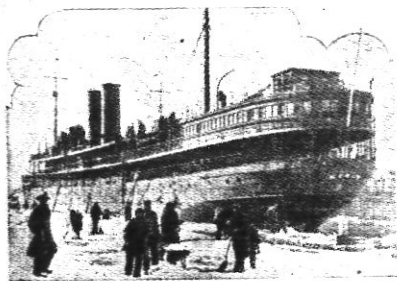
the U. S. Naval Hospital, Newport, Rhode Island.

Following the unloading of these patients, the ship took on supplies and steamed for Charleston, S. C., where she went into the Navy Yard for heavy repairs. Bunks were pulled from wards, machinery overhauled and all hands were busy on the ship.

The fighting of the war was over—many of the men in the Naval Reserve had been released from active duty. Status of many Regular Navy men had been changed (those who had enlisted between 6 April 1917 and 11 November 1918) to duration of war, and they were clamoring for discharges. Hospital corpsmen were scarce and leaving each month, until at one time the roster of the *Mercy* was down to 27. That, however, was only a temporary status and after a time more were added and again she joined the fleet. Her duty days were getting short, however, and on 6 August 1929, she was decommissioned, at the Philadelphia Navy Yard.

During the hard times of the depression of the '30s, the once proud Angel of Mercy fell upon evil ways, still playing her major role. She

#### Hospital Ship Given to Homeless



This is the former naval hospital ship *Mercy* which has been fitted at the Philadelphia navy yard at a cost of \$100,000 and now houses the unemployed transient residents of Philadelphia.

Last utilization of the *MERCY* was publicized by this newspaper cut, issued by a news syndicate and printed throughout the United States in 1934.

lay at Philadelphia, where former members of the ship's company report seeing her in service as a floating hotel for wandering knights of the freeboard.

She was stricken from the register 12 April 1938.

#### MILITARY WEDDINGS ABOARD

One of the highlights of the *Mercy's* career was the marriage of Horace M. Folsom, Pharmacist's Mate, first class, to Miss Mary Valis, a Broadway dancer. The wedding received considerable publicity in the metropolitan newspapers as it was the first wedding aboard a U. S. Navy ship since the beginning of hostilities.

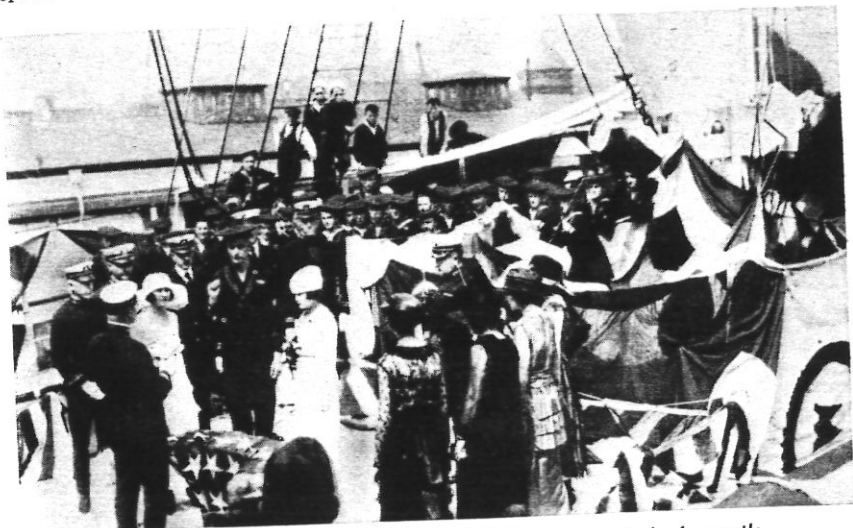
The marriage was performed on 29 May 1919 by Chaplain Moyer; the bride given away by Comdr. U. R. Webb (MC) U. S. Navy, the commanding officer. Two lieutenant commanders and 2 lieutenants were ushers. The wedding march was played by a Navy band from the U. S. S. *Agamemnon*.

Cooks and bakers vied in preparing a huge wedding cake and a spread of delicacies for a wedding

feast. "Foley" had purchased the engagement and wedding rings in Brest, France, and a chest of silver was presented to the couple by the officers and crew. Following the ceremonies, dancing was held on the forecabin, after which the wedding party left for further jubilation ashore.

The ship's (unofficial) photographers, E. J. Keltz, Ship's Cook, third class, and R. A. Wilson, Pharmacist's Mate, second class, had been busy. Wilson had taken pictures of the wedding and celebration from several angles, turning the films over to Keltz. He rushed the roll to the *New York World*, where it was developed, prints made and halftones finished and made up into forms on the front page of the afternoon edition. As the party left the dock they were met by newsboys selling copies of that publication with pictures and a story of the affair.

Not to be outdone by enlisted men, another wedding was observed 2 days later in the wardroom, when on Sunday, 1 June 1919, Lt. (jg) Isaac J. Thompkins, engineering officer, and Miss Elizabeth A. Quinn,



Miss Mary Valis and Horace M. Folsom, PhM1c, are wed on the forecabin.





Officers and men of the *MERCY* at Pier 45, Ulys R. Webb, (MC) USN, the commanding officer.

of Brooklyn, were united in marriage. The ceremony was performed by Chaplain Brady, of the Brooklyn Navy Yard. A large party from ashore was present, as were the ship's officers. Ensign Wilson Nichols was groomsman and Lieutenant Commander Foote gave the bride away. A feast was prepared in the wardroom for the wedding party.

Navy men as well as civilians enjoy public worship. On the *Mercy* were two chaplains—a Protestant and a Catholic. Except during the epidemic of influenza, when public gatherings of all types were frowned upon and in most cases banned, church services were held regularly. A piano was installed in the convalescent mess room and a portable organ was also used.

During the 4 war bond drives held by the Government, men in the Navy had responded with a will. They not only backed up the war effort with their services, but with their money as well. During the Victory Bond Drive (5th Loan), a quota was sent for the *Mercy*. A large thermometer was built of wood and painted, then placed in a prominent

position. Daily the mercury was painted to the new point of pledges. The crew not only sent the red line to the top, but halfway down the outside.

#### WATERMELON-TIGHT INTEGRITY

Many anecdotes, humorous, pathetic, hair-raising, rib-splitting, and otherwise, are told of events on the old ship. When two old *Mercy* World War veterans get together, there is sure to be a buzz-buzzing over old times. One of the most pathetic tales of her errands of mercy, is the answer to the question, "Where did the melons go?"

Two officers had a barge-load of watermelons alongside, for the officers' mess. One of them was on the barge, counting them off. The other was in the refrigerator room, checking them in. A long line of hospital corpsmen and seamen in a working party carried the melons from the barge to the cooler.

Up a ladder the bluejackets came; through a doorway and down another ladder; then aft into the cooling room. The line of melon-toters was as watertight as the cargo



North River, N. Y., 31 May 1919. Commanding officer is seated in the center of the officer group.

hatch and port through which they carried their burden.

When the last melon was off the barge, the officer followed the last man in the line along the course. "This is the last one," he said to the other officer checking them into the refrigerator.

"Oh, no it isn't," said the checker, consulting his tally sheet. "There are 20 more melons to come." They had completely disappeared—sunk without a trace—*spurlos versenkt!*

The mystery of the missing melons was never solved, because the water-melon-tight integrity of the working party was as perfect as the water-tight integrity of the Angel of Mercy.

#### ROSTER OF THE HOSPITAL SHIP MERCY

1 January 1918 to 1 December 1919

The following rosters have been compiled from a variety of records, including Navy directories and registers and several contemporary published lists. They have been checked for accuracy against all available documentary records, particularly for the personnel of the medical department.

#### Commanding Officers

Captain Norman J. BLACKWOOD, (MC) U. S. Navy, January—September 1918

Commander Ulys R. WEBB, (MC) U. S. Navy, September 1918—June 1919

Captain A. W. DUNBAR, (MC) U. S. Navy, June 1919—August 1919

Commander W. M. GARTON (MC) U. S. Navy, August 1919—June 1921

#### Executive Officers

Commander Harold W. SMITH,<sup>1</sup> (MC) U. S. Navy, January—October 1918

Commander Benjamin H. DORSEY,<sup>1</sup> (MC) U. S. Navy, November 1918—

#### Medical Officers

BROCKWAY, P. B., Lt. Comdr. (MC) USNR

FOOTE, Ovid C., Lt. Comdr. (MC) USN

MOOTS, Charles W., Lt. Comdr. (MC) USNR

REED, George H.,<sup>2</sup> Lt. Comdr. (MC) USN

ADAMS, John C.,<sup>1</sup> Lieut. (MC) USN

BRYAN, William E., Lieut. (MC) USNR

BUTLER, Robert H., Lieut. (MC) USNR

CARROLL, B. H., Lieut. (MC) USN

DEAN, Arthur C., Lieut. (MC) USN

DOLLOWAY, Louis M., Lieut. (MC) USNR

GIBSON, J. G., Lieut. (MC) USNR

GILLON, Charles J. C., Lieut. (MC) USNR

MUELLER, Louis E.,<sup>1</sup> Lieut. (MC) USN

NEILL, William A.,<sup>1</sup> Lieut. (MC) USNR

NEVES, Charles S., Lieut. (MC) USN

See footnotes on p. 106.

RAMSEY, Thomas L., Lieut. (MC) USN  
 ROOP, Claude D.,<sup>1</sup> Lieut. (MC) USN  
 STADTHER, Edward F., Lieut. (MC)  
 USN

SWANN, E. G.,<sup>2</sup> Lieut. (MC) USN  
 WATT, James, Lieut. (MC) USNR  
 PAYNE, Fred A., Lt. (jg) (MC) USN  
 SUTTON, George D., Lt. (jg) (MC)  
 USNR

VAN HORN, Charles H., Ens. (T) USN  
 HILL, Walter W.,<sup>3</sup> Pharm. (T) USN  
 HOLLOWELL, Jabez K., Pharm. (T)  
 USNR

SALE, Louis A., Pharm. (T) USN  
 GOLDING, George N., Pharm. (T) USN  
 STANLEY, Robert A., Pharm. (T) USN



#### OFFICERS OTHER THAN MEDICAL DEPARTMENT

Convoy Commander—First Voyage to  
 France

Commander C. L. ARNOLD (D) U. S.  
 Navy

Attached 2 November 1918 and de-  
 tached 16 November at Brest France.

Due to the fact that several of the  
 officers were in Naval Auxiliary Ser-  
 vice and at the time aboard the *Mercy*  
 not known by Navy rank, they are  
 listed as of the highest rank held  
 aboard this ship. It has been im-  
 possible to learn whether any are on  
 active duty now.

CAMPBELL, G. E., Master NAS  
 GORMAN, Thomas F., Master NAS  
 HALL, J. H., Lt. Comdr. (E) USNR  
 NELSON, F., Engineer NAS  
 SPURR, Frank H., Lt. Comdr. USNR  
 COOK, Hazen, Lieut. (E) USNR  
 RATHBUN, Walter J., Lieut. (D)  
 USNR

THOMPSON, Alvin D., Lieut. (D) USN  
 FAIRES, Samuel M., Lt. (jg) (D)  
 USNR

FRANKS, Fred L., Lt. (jg) (D) USNR  
 GARRITY, James L., Lt. (jg) (E)  
 USNR

HOVGAARD, Arthur A., Lt. (jg) (D)  
 USNR

HEBBLE, J. D., Lt. (jg) (E) USNR  
 JORDAN, F. L., Lt. (jg) (E) USNR  
 MCGEE, William A., Lt. (jg) (D)  
 USNR

PLESNER, Levi J., Lt. (jg) (D) USNR  
 ROACH, Clarence C., Lt. (jg) (E)  
 USNR

STETTER, Eugene, Lt. (jg) (E) USNR

<sup>1</sup> Now on active duty, World War II.

<sup>2</sup> Retired, Commander (DC) 1 Febru-  
 ary 1936.

<sup>3</sup> Hospital Corps officers now on active  
 duty, World War II, who were tempo-  
 rary medical officers in World War I.

STEVENS, C. E., Lt. (jg) (D) USNR  
 THOMPSON, I. J., Lt. (jg) (E)  
 USNR

WALKER, David S., Lt. (jg) (PC)  
 USNR

WATTERSON, Roy E., Lt. (jg) (E)  
 USNR

WILKINSON, W. O., Lt. (jg) (E) USN  
 PAYTON, J. J., 1st. Asst. Eng. NAS

BRADFORD, Thomas S., 2nd. Asst.  
 Eng. NAS

JONCAS, Archibald J., 3rd. Asst. Eng.  
 NAS

REARDON, Patrick J., 3rd. Asst. Eng.  
 NAS

APPLEGATE, G. H., Ensign USNR  
 BUCK, Wilfred W., Ensign (D) USNR

DAVIDSON, P. J., Ensign, USNR  
 GILLEN, H. W., Ensign, USNR

HIDDEN, H. D., Ensign (D) USNR  
 IRVINE, Robert H., Ensign (D) USNR

NICHOLS, Wilson G., Ensign (D)  
 USNR

OLSON, Olaf, Ensign (PC) USN  
 STONE, W. F., Ensign (D) USNR

WILSON, Walter, Ensign (PC) USN  
 BLACK, Robert J., Pay Clerk, USNR

CROUTER, Leo, Pay Clerk, USNR

#### CHURCH AND CHAPLAIN

Church services were held regu-  
 larly. One chaplain was aboard at  
 the time of commissioning, but  
 when the *Mercy* began her trans-  
 port duties, two were assigned: a  
 Catholic and a Protestant. Follow-  
 ing are the chaplains who had duty  
 on the *Mercy* during the period cov-  
 ered by this article:

FERRIS, F. H., Lieut. (ChC) USNR  
 LAMMERS, H. T., 1st Lieut. US Army  
 LARNED, A. C., Lieut. (ChC) USN  
 MOYER, Frank E., Lieut. (ChC)  
 USNR

During her duties in caring for  
 wounded soldiers returning from the  
 battle areas, the American Red  
 Cross assisted in many ways to make  
 the passage more comfortable for  
 the patients. Major H. P. Moore-  
 head, ARC, of Baltimore, Md., was  
 attached to the ship in charge of  
 Red Cross activities. Razors and  
 blades, fruit, writing materials, and  
 many other items were passed  
 around daily. In a letter to the  
 American Red Cross, Commander  
 Webb officially commended Major  
 Moorehead for his services aboard.

The following medical officers  
 who served aboard the *Mercy* dur-

## ERRANDS OF MERCY

No. 1

ing this period now in active service:

DORSEY, Benjamin H., Rear Admiral (MC) USN  
SMITH, Harold W., Rear Admiral (MC) USN  
ADAMS, John C., Captain (MC) USN  
MUELLER, Louis E., Captain (MC) USN  
NEILL, William A., Captain (MC) USNR  
ROOP, Claude D., Commander (MC) USN

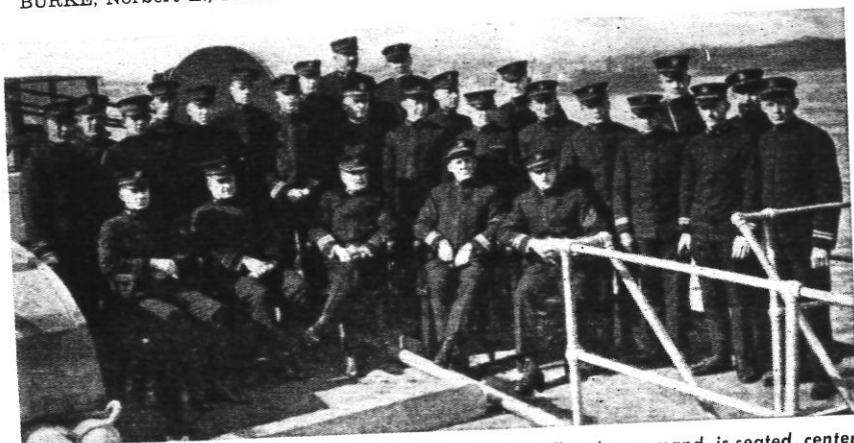
Also on active duty at the present time are:

PAYNE, Fred A., Lt. Comdr. (HC) USN  
SWANN, E. G., Lt. Comdr. (HC) USN  
HILL, Walter W., Ch. Pharm. (R) USN

## HOSPITAL CORPS

ABBOTT, Cecil H., HA1c  
ADAMS, George R., PhM3c  
AKIN, James M., HA2c  
ALBRECHTSON, Egnaard V., PhM3c  
ALDERMAN, Arthur V., HA1c  
ALGER, Hugh W., HA2c  
ALLEN, Frederick W., PhM2c  
AMISS, Laurence H., HA2c  
ANDERSON, Wilbert A., PhM2c  
BARBER, Arthur D., HA2c  
BAKER, Fred H., PhM2c  
BECKER, Jesse C., PhM2c  
BELL, Joseph H., CPhM  
BENNETT, Everett W., PhM3c  
BLACKWELL, Winfred S., PhM1c  
BLANCHARD, Walter N., PhM1c  
BOLAND, William H., HA2c  
BOND, Clarence C., HA2c  
BOOTH, Jay N., PhM2c  
BOYLE, Murrin Charles, HA1c  
BOYLE, Ernest L., PhM3c  
BROOKS, Frederick H., PhM2c  
BROWN, Raymond L., HA2c  
BROWN, Walter, CPhM  
BURKE, Norbert E., PhM2c

BURRIS, Charles A., PhM3c  
CAIN, Walter C., PhM1c  
CALDWELL, Clayton C., HA1c  
CALDWELL, Orville R., PhM3c  
CALLISON, Clarence P., PhM1c  
CARPENTER, Herbert P., HA1c  
CASTO, Melvin, HA2c  
CATLIN, John E., PhM3c  
CALFIELD, Thomas F., PhM2c  
CHAPMAN, Oscar L., HA2c  
CHMATEL, Frank J., PhM2c  
CLARK, Charles R., HA2c  
COBURN, Wildun S., CPhM  
COLLINS, Jasper C., PhM2c  
CONDIT, Roger J., HA1c  
COOKSEY, George C. W., HA1c  
COON, Ray G., PhM3c  
COOMBS, Walter G., HA1c  
COOPER, Leslie F., PhM3c  
COPLIN, Ferdie R., HA2c  
CUNNINGHAM, John T., CPhM  
CURD, William S., PhM1c  
DAHL, Raymond B., PhM2c  
DASTRUP, Thomas E., PhM2c  
DAVIS, Junius W., PhM2c  
DEAN, Eugene F., HA1c  
DEASON, Kenneth D., HA2c  
DOLLEY, David B., PhM2c  
DONOHUE, John G., PhM2c  
DOWNER, Donald G., CPhM  
DUNN, Edward P., CPhM  
DuCHARME, William A., HA2c  
EDGERTON, Agee G., PhM3c  
EDWARDS, Corley, PhM3c  
ELDER, Thomas R., HA1c  
EMERSON, Frank M., PhM2c  
ESCHEN, Andrew V., PhM3c  
EVANS, Thomas C., PhM3c  
EVANS, Thomas H., PhM2c  
EVANS, William J., HA1c  
FEENEY, Everett R., CPhM  
FENNESSY, Oliver F., HA2c  
FENTON, George M., HA2c  
FERGUSON, Percy T., PhM3c  
FERRIES, William A., PhM2c  
FEUQUAY, James A., HA2c  
FINCH, George G., HA2c  
FOGERTY, Edward C., PhM1c  
FOLSOM, Horace M., PhM1c  
FOSTER, Russell M., HA1c



Officers of the MERCY. Commander U. R. Webb, medical officer in command, is seated, center. Picture was taken in New York, 1919.

FREY, Joseph G., PhM2c  
 FRITZ, Edmund W., PhM3c  
 GABEL, Clifford H., PhM2c  
 GELLERT, Leo, HA1c  
 GODMAN, Donald G., PhM3c  
 GOODRICH, Frederick M., PhM3c  
 GRAHAM, Eugene M., PhM3c  
 GREEN, Haywood E., HA2c  
 GROCE, R. G.,<sup>2</sup> PhM3c  
 GULDAN, Malcolm B., PhM3c  
 HAFLEY, James Hiram,<sup>1</sup> HA1c  
 HANCOCK, Stanley F., PhM3c  
 HANNOLD, Oliver C., PhM3c  
 HARDWICKE, Samuel H., PhM2c  
 HASTINGS, Edward W.,<sup>1</sup> PhM2c  
 HEIDLEY, Charles H., PhM2c  
 HEIGH, Gordon W., PhM3c  
 HEINRICH, Edmund T., CPhM  
 HINSON, Charles H., HA1c  
 HOLTON, Charles Oliver, PhM1c  
 HOOD, Francis N., HA2c  
 HOOD, Thomas M., HA2c  
 HUMPHRIES, Paul V., PhM3c  
 HUNTER, Clarence E., HA1c  
 IRICK, Carl C., PhM2c  
 JACKSON, Thomas L., HA2c  
 JEFFRIES, Joe B., PhM3c  
 JENKINS, Sidney H., PhM2c  
 JOHNSON, Albert R.,<sup>2</sup> PhM3c  
 JOHNSON, Albert S., PhM3c  
 JOHNSON, William W., PhM1c  
 JONES, Cowan E.,<sup>2</sup> CPhM  
 JORDAN, Bruce O., PhM2c  
 JORDAN, Raphael L., PhM3c  
 JOYCE, Peter A., HA1c  
 KASTNER, Oliver F., PhM2c  
 KIEFER, Glenn S., HA1c  
 KIEL, George A., HA1c  
 KILGORE, Cecil A., HA2c  
 KINKADE, Hugh, PhM2c  
 KIRKLAND, Edwin W., HA1c  
 KLEIN, Clayton B., PhM3c  
 KLUTZ, Henry P., HA2c  
 KOESTER, Edward W., PhM1c  
 LABRON, Wilbur A., PhM2c  
 LANGAN, Thomas A., PhM2c  
 LEE, Howard M., HA1c  
 LEHMAN, Fritz T., PhM3c  
 LESS, Frank H., PhM3c  
 LINCOLN, Frank W., PhM2c  
 LISMAN, Thomas D., PhM3c  
 LITTLE, Andrew A., CPhM  
 LODIEWICK, Roy N., HA2c  
 LOOMAN, Chester W., HA2c  
 LOPINA, Nicholas A., PhM1c  
 LUBBERS, Elmer H., HA1c  
 LYON, Harry R., HA1c  
 LYTLE, John B., PhM3c  
 MAHAN, James A., HA2c  
 MAJOR, Merritt B., PhM2c  
 MALING, Henry L., PhM2c  
 MARBLE, William T., PhM2c  
 MARTIN, Charles L., PhM3c  
 MARTIN, Wilton H., PhM3c  
 MARSHBURN, Preston W., HA1c  
 MARQUART, Bernese S., PhM2c  
 MARRON, Benjamin F., HA1c  
 McCLAIN, William T., PhM3c  
 McCULLION, Michael F.,<sup>2</sup> HA1c  
 McDANIEL, Marcus B., HA2c  
 McELROY, Roger J., PhM1c  
 McFADDEN, Walter E., PhM3c  
 McNAMARA, John H., HA1c  
 McNEILL, Frank, HA2c  
 McNEILL, Wilbert M., HA1c  
 McQUAID, William M., HA1c

MEANS, Samuel R., HA1c  
 MERRILL, Elmer L., PhM1c  
 MILLER, Alexander, HA1c  
 MILLER, Emeran O., HA1c  
 MILLER, Harold H., PhM2c  
 MILLER, James I., CPhM  
 MILLER, Miles B., PhM2c  
 MILLER, William D., HA1c  
 MILLIKEN, Charles H., HA1c  
 MILLS, Otto Y., PhM2c  
 MITCHELL, Thomas E., PhM2c  
 MOONEY, Frank A., HA1c  
 MOORE, Charles F., PhM3c  
 MOORE, Charles O. L., PhM3c  
 MORTENSON, Peter M., HA2c  
 MOUNT, John E., PhM2c  
 MYERS, William, HA1c  
 NEFF, Samuel B., PhM3c  
 NELSON, Ormond H., HA2c  
 NUSSEY, Herbert, HA2c  
 OAKLEY, Myron H., HA2c  
 OPPEGAARD, Reynold H., PhM3c  
 OWEN, Charles H.,<sup>2</sup> CPhM  
 PACKER, Glenn A., PhM2c  
 PARTAIN, Thomas J., CPhM  
 PARTRIDGE, Gus K., PhM2c  
 PAUL, Alladin J., HA2c  
 PIXLEY, Ira A., PhM2c  
 POWELL, Harold M., PhM2c  
 PRESTON, Clair B., PhM2c  
 PREUS, Otto H., PhM2c  
 PRICE, Matthew J., PhM3c  
 QUIST, Herbert M., PhM3c  
 RAMEY, John M., PhM3c  
 RANDALL, George R., PhM2c  
 RAYBURN, Walter H.,<sup>2</sup> PhM3c  
 REYNOLDS, Francis H., PhM2c  
 REYNOLDS, George B., PhM2c  
 RHODES, John L., PhM2c  
 RICKER, Max W., PhM2c  
 RITCHEY, Donald H., PhM2c  
 RODOCKER, Cloy E., PhM2c  
 RONAN, John, HA2c  
 ROY, John L., HA2c  
 RULE, William F., HA2c  
 RUSHING, John W., PhM3c  
 RUTKOWSKI, Frank A., HA2c  
 SANDERS, Earl, PhM2c  
 SAVOY, Lionel H., HA2c  
 SCHENDT, Will J., PhM3c  
 SCHLEIMMER, LeRoy, HA2c  
 SCOTT, Garret V., PhM1c  
 SCOTT, Robert A.,<sup>2</sup> CPhM  
 SEXTON, Clement G., PhM2c  
 SHEA, Donald V., HA2c  
 SHEDD, Paul B., HA1c  
 SHIELDS, Max, PhM3c  
 SHIPPS, Harry B., HA2c  
 SIEFKIN, Edward, PhM3c  
 SIMONS, Albert V.,<sup>2</sup> PhM2c  
 SLINKARD, Elmo C., PhM3c  
 SMITH, Forrest K., PhM2c  
 SMITH, Ralph S., PhM2c  
 SMOTHERMAN, Claude S., PhM1c  
 SPROUL, Alan H., HA2c  
 STUHLMAN, Henry M., HA2c  
 SOUCIE, Ralph H., PhM3c  
 SPENCER, John G., PhM3c  
 SPILLER, Lowry P.,<sup>2</sup> PhM3c  
 STEVENS, Harold A., PhM2c  
 STONE, Lowell McK., HA1c  
 STRINGER, John L., PhM2c  
 SULLIVAN, Joseph M., PhM3c  
 TANNER, Horace Rudolph,<sup>1</sup> HA1c  
 TAYLOR, Hugh H., HA2c  
 TAYLOR, William S., HA1c

THOMSON, Ivan L.,<sup>1</sup> PhM3c  
 THOMSON, William A., PhM1c  
 TOMPKINS, Richard A., HA2c  
 TOW, Jay Basil, HA2c  
 VALENTINE, Harry M., HA2c  
 VALLEY, Gilbert C., PhM3c  
 VAN HORN, Charles W., CPhM  
 VAN VLECK, Harry J., PhM2c  
 WADE, Newman A., PhM2c  
 WAGONER, Harold C., PhM2c  
 WALES, Eugene W., HA1c  
 WALKNETZ, Nevin F., PhM2c  
 WALLACE, Joseph M., HA1c  
 WEINBERG, Benjamin, PhM3c  
 WEINKAUF, Herman J., PhM1c  
 WEST, Arvil Q., PhM3c  
 WHALEY, Wilford, CPhM  
 WHEAT, Watson S., PhM3c  
 WHITE, Henry G. S., HA2c  
 WHITE, Ralph W., PhM2c  
 WHITEHOUSE, Francis E., PhM2c  
 WHITESIDE, Elmer J., PhM2c  
 WICKSON, Howard L., PhM2c  
 WILBUR, Scott C., PhM1c  
 WILDEMANN, Walter R., PhM3c  
 WILKINSON, Asberry B., HA2c  
 WILLIAMS, Eddy,<sup>1</sup> CPhM  
 WILLIAMS, Hugh E.,<sup>1</sup> PhM2c  
 WILSON, Robert A.,<sup>1</sup> PhM2c  
 WOLFE, William S., HA1c  
 YORK, Carroll D., PhM2c  
 YOUNG, Claudis D., PhM2c  
 YOUNG, Frank E., HA1c

#### DIED IN SERVICE

Seven hospital corpsmen who served aboard the U. S. S. *Mercy* have died in the service:

COPLIN, Ferdie Raymond, HA2c 3-6-20  
 HAFLEY, James Hiram, HA1c 3-23-18  
 JOHNSON, Albert Ray, HA1c 4-15-18  
 OWEN, Charles Harold, CPhM 5-25-30  
 TANNER, Horace Rudolph, HA1c 5-28-18  
 WILLIAMS, Eddy, CPhM 8-30-36  
 WILLIAMS, Hugh Eugene, CPhM 7-12-32

#### RETIRED LIST

Two men, who served the necessary number of years and retired, remain on the inactive retired list:

SCOTT, Robert A., CPhM 3-15-29  
 SMITH, Ralph Shaefer, CPhM 9-1-43

#### ACTIVE NAVAL SERVICE

Twelve former hospital corpsmen are on active duty at various points of the globe. Some remained in the Navy from the date of their first enlistment; others were discharged following World War I, and subsequently volunteered their services for World War II. Now in service:

BELL, Joseph H., Lt. Comdr. (HC)

<sup>1</sup> Mentioned further in the story.

<sup>2</sup> From published roster. Hospital Corps jacket not located.

BLANCHARD, Walter N., Pharmacist  
 EMERSON, Frank M., Ch. Pharm.  
 HASTINGS, Edward W., CPhM.  
 JONES, Cowan E., Lt. (jg) (HC).  
 NELSON, Ormond H., PhM1c.  
 RAYBURN, Walter H., PhM3c.  
 SIMONS, Albert V., PhM1c.  
 SPILLER, Lowry P., CPhM.  
 THOMSON, Ivan L., CPhM.  
 WEST, Arvil Q., Lt. (jg) (HC).  
 WILSON, Robert A., CPhM.

#### PRISONER OF WAR

Edward Warren Hastings, Chief Pharmacist's Mate, is a prisoner of war, held by the Japanese, according to information received from Tokyo via Geneva and the International Red Cross. He served on the U. S. S. *Mercy* from 15 January 1918 to 3 August 1920.

Hastings was a member of the crew of the U. S. S. *Peary* when the Japanese attacked Pearl Harbor. On 21 December he was transferred to the U. S. S. *Canopus*. This ship was used as a station ship at Mariveles, Philippine Islands during the defense of Bataan and Hastings manned dressing stations both aboard ship and ashore. The *Canopus* was eventually destroyed to prevent its capture by the Japanese.

During action, he was wounded on 1 February 1942. He was in the group which received a Unit Citation "by General Order #32, 24 April 1942" \* \* \* cited for gallantry by the Secretary of War in the name of the President."

Hastings has one son, Robert Warren Hastings, an aviation machinist's mate, who is attached to Headquarters Squadron, Fleet Air Wing 2.

#### ENLISTED, OTHER THAN HOSPITAL CORPS<sup>1</sup>

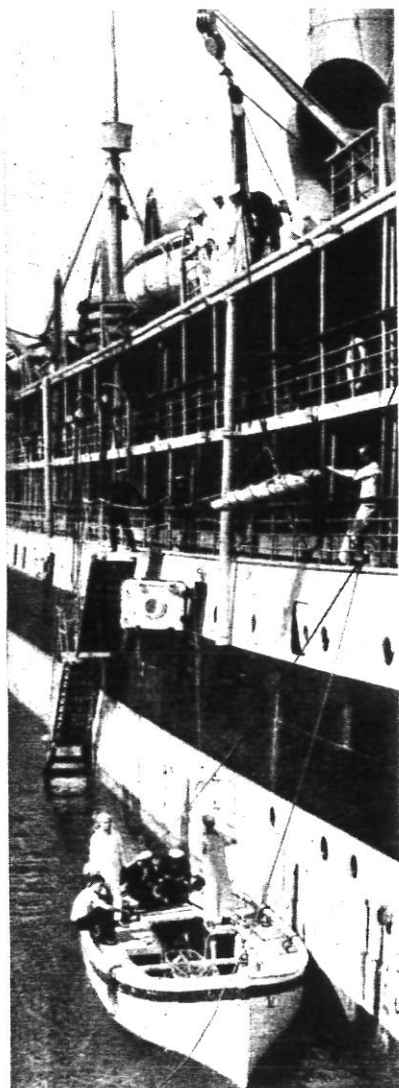
ACAUFORA, Nicholas, F-3c.  
 ADDA, Maurice, CY.  
 AIKEN, Roy, F1c  
 ALLEN, E. J., Sea2c.  
 ALLEN, Orville L., Sea2c.  
 ALDERMAN, Henry C., Sea2c  
 ALIOTO, Vincent F., F3c  
 ALTEMOS, Ulysses C., Sea2c  
 ALQUIZA, Ysabelo, WRCK  
 ALLUISI, Arthur J., Sea2c.  
 AMMANN, William E., Englc.  
 ANDERSON, George W., Sea2c  
 ANDERSON, Harry O., Sealc.  
 ANDERSON, Earl T., E1c.  
 ANDRESS, Walter H., CBM.  
 ANDREWS, Walter S., SK2c.  
 ANTHONY, Clifford F., F2c.  
 APKER, Charles A., Sea2c.  
 ARAGON, Yssaac, MAttic  
 ARMISTEAD, Frank, Sealc.  
 ARMITAGE, T. B., Sea2c.  
 ARMSTRONG, Glenn A., Yeo3c  
 ATE, Cecilio, CbStd.  
 ATIENZA, Diosdada, CabCk  
 BAKER, Carl L., Sea2c.  
 BARBIERI, A. P., Sealc  
 BARBOUR, Homer B., F1c.  
 BARELLI, Adolph A., SC2c.  
 BARKER, Casandra, Oil  
 BARSTOW, Walter H., SC1c.  
 BARTON, Odell R., AS

<sup>1</sup> From 3 published rosters, 1918-19.



BARTLEY, Robert J., Csmth.  
 BASLER, Nicholas J., El2c.  
 BASSETT, Lawrence E., Eng1c.  
 BEATY, Harry P., Flc.  
 BENDER, William E., CMM.  
 BENIS, John M., El2c(g)  
 BERNOS, Lino, Matt1c.  
 BENSON, James D., Matt3c  
 BIELIK, Nicholas J., Sea2c  
 BISHOP, Willis, AS  
 BLACKWELL, George E., Sealc  
 BLANCHARD, R. R., Eng2c

BLUMER, Fred, Sealc  
 BOGGESE, H. G., Flc  
 BOND, William R., Sea2c  
 BORST, Whitney, Eng2c  
 BOUDREAU, Raymond P., F2c  
 BOUVIER, Ferdinand P., MM2c  
 BOYD, Richard, BM1c  
 BRACKEN, Arnold E., Flc  
 BREHMER, Fred, Flc  
 BREMER, Fred, Eng2c  
 BRINDMORE, E. C., Flc  
 BRITTON, Walter P., CY  
 BROOKS, Charles Q., CE1(g)  
 BROOKS, Russell K., Sealc  
 BROOMFIELD, T. R., F2c  
 BROWN, Caswell G., Flc  
 BROWN, David, Matt3c  
 BRYDEN, Leo J., Sea2c  
 BRUCE, Stuart A., SC2c  
 BUFFMEYER, Russell Elsworth, WT  
 BUNCH, Charles, Matt2c  
 BURDA, James J., F2c  
 BURLEIGH, Andrew W., Sea2c  
 BURKE, Harold Joseph, SF2c  
 BUSH, Earl H., Matt3c  
 BUTZ, Earl M., Sea2c  
 BYERS, William C., CM1c  
 CAMPBELL, Clair, Sea2c  
 CANEPA, John H., Flc  
 CAPUTO, Pasquale, CM2c  
 CARDELL, Thomas J., F3c  
 CARLIN, Clyde F., ComStd  
 CARLIN, John W., Bsmth  
 CARMODY, Frank J., F3c  
 CARR, Charles E., F3c  
 CAVANAUGH, A. R., Flc  
 CHANT, John S., MM2c  
 CHASE, Edward R., F3c  
 CHASE, V. D., El1c  
 CHISM, John H., Bkrlc  
 CHRISTIAN, William A., Sig3c  
 CLAREY, J. B., Flc  
 CLASON, K., WRC  
 CLEMENTE, Melchor, Matt2c  
 CLYMER, Charles H., F3c  
 COLBY, Charles G., CStd  
 COLWELL, D. F., Yeo2c  
 COLLEARY, William J., F3c  
 COLLINS, John J., F3c  
 COMBS, Joe F., Sea2c  
 CONLIN, Hugh M., Sea2c  
 COPPINGER, Edward S., F2c  
 COPPS, Edward M., CCStd  
 CORTEZ, Thomas C., SC1c  
 COUGHLIN, John W., Sea2c  
 COX, Hugh A., MM1c  
 CRAHAN, Thomas H., WT  
 CRAMPTON, Arthur W., El1c  
 CREAMER, Jerry J., AS  
 CROFT, Fred S., Sea2c  
 CUSHING, Francis H., Yeo2c  
 CUMMINGS, James, Flc  
 DALY, Augustine L., Sealc  
 DALY, Edward J., F2c  
 DAMON, James H., F3c  
 DASTO, Herbert, CWT  
 DATZ, Carl, Sealc  
 DAVIS, Alfred T., Bugler  
 DAUGHERTY, Robert D., Bugler  
 DAUZ, Eulogio, Matt2c  
 DEAN, A. B., Bkrlc  
 DePACE, Richard J., Sea2c  
 DEPEW, Donald, Sea2c  
 DESEO, Francisco, Matt3c  
 DEXTER, Paul S., F3c



Practice in loading patients from running boats in Stokes stretchers developed methods whereby they could be taken aboard safely with heavy seas running.

DIAMOND, John Lewis, SK3c  
 DICKSON, Charles S., Yeo2c  
 DICKSON, Gordon M., Bugler  
 DILLON, Arthur J., Cox  
 DIRIENZIO, Maurice, Sea2c  
 DIRECTO, Norberto, Matt2c  
 DOCTOR, Alfred C., CEI  
 DONOVAN, John T., F3c  
 DORRENCE, Ami A., F1c  
 DORRENCE, Tony M., MM2c  
 DOTY, Raymond A., Eng1c  
 DOWD, William, SF2c  
 DRINNEN, E. B., Bkr1c  
 DUNLOP, Bernard L., Matt3c  
 DUVAL, Vincent, CbCk  
 DYER, Russell B., F2c  
 DZUBAY, Stephen O., Sea2c  
 ELKINS, Arthur A., F3c  
 ERNST Grover C., CWT  
 ESTEP, Rolland B., Sealc  
 EVANS, Gus, Matt3c  
 EVANS, Merlin D., Sealc  
 FALCONER, Wilbur J., F1c  
 FEINAUER, Jacob, Sea2c  
 FELIX, G. W., El1c  
 FELKER, L. O., Sealc  
 FERGUSON, Jesse, SC2c  
 FESSLER, Carl T., P&F  
 FIELDS, Arthur E., Matt3c  
 FINN, Joseph Cornelius, Yeo3c  
 FINNEGAN, John, Jr., F3c  
 FITZGERALD, Arthur E., Sea2c  
 FITZGERALD, B. F., Sea2c  
 FITZGERALD, William J., F1c  
 FITZGIBBONS, Randall, F3c  
 FITZPATRICK, John, F2c  
 FLAXMAN, Maurice, Sea2c  
 FLAX, Benjamin, Sea2c  
 FLETT, John Clarence, F1c  
 FLINANER, J., Sea2c  
 FLINT, L. M., F3c  
 FLINN, John Joseph, Yeo3c  
 FLOYD, Guy, AS  
 FLYNN, Arthur E., Sea2c  
 FOLAND, Elvin T., F3c  
 FOLEY, Francis B., F1c  
 FORDHAM, Marcus, Matt3c  
 FOSTER, Charles A., Matt3c  
 FRANSOM, Carl O., Eng2c  
 FREY, Edward, F2c  
 FRISBIE, Robert A., CM2c  
 FROMMER, Joseph I., AS  
 FURREY, Oliver A., Sea2c  
 FUTCH, Randall, F2c  
 GAGE, Edmund C., Sea2c  
 GALE, C. H., Sea2c  
 GARVEY, John F., Sea2c  
 GALLAGHER, Francis L., SC1c  
 GALLELLA, Michael, SC3c  
 GARCIA, Fernando, Matt2c  
 GEISINGER, Charles, SF1c  
 GERLE, George C., Eng1c  
 GLENN, James L., F2c  
 GILSENAN, James J., CSK  
 GLEASON, James A., Sea2c  
 GORE, Charles W., SC2c  
 GORHAM, Michael J., F1c  
 GOUSSEY, Arthur C., F2c  
 GOYENA, Jose, Matt1c  
 GRANT, John R., F2c  
 GRANT, William J., CWT  
 GREEN, Dewey C., F3c  
 GRISWOLD, Charles M., CMM  
 GRONIC, Stanley, Sea2c  
 GROVES, Floyd S., Sea2c  
 GROVES, Vernon W., F1c

GULLION, Ernest, CCM  
 GUY, Howard L., CE1(r)  
 HACKETT, Carmen V., QM3c  
 HAGINS, Roy T., Matt3c  
 HALL, Elsworth A., Sea2c  
 HAMSHER, George P., F3c  
 HANCOCK, Henry C., F3c  
 HAND, G. B., P&F  
 HANF, Robert F., F1c  
 HANSEN, Jessie Albert, F1c  
 HANSON, Jack P., Sea2c  
 HARMON, Stanley B., SC1c  
 HARNISH, John J., F2c  
 HARRINGTON, Herbert H., SC2c  
 HARRISON, Albert, Jr., F3c  
 HARVEY, Harry T., Sealc  
 HARVEY, Wellington E., Sea2c  
 HARVEL, Herbert D., Sea2c  
 HAUG, John A., WT  
 HAUKE, George C., F1c  
 HAYS, J. G., Sea2c  
 HEAGAN, E. B., CY  
 HENDRICKSON, James H., F2c  
 HERZENBERG, Stanley H., CY  
 HERRICK, C. L., F1c  
 HERSHOWITZ, H., StgStd  
 HICKMAN, E. M., F2c  
 HICKS, Perry I., Yeo3c  
 HIGBIE, Murvale I., F2c  
 HILLS, Pearson H., Yeo3c  
 HOBBS, Louis M., MM2c  
 HOBSON, Russell E., F1c  
 HOLDEN, Jesse, Matt3c  
 HOLZWORTH, Henry W., Bkr2c  
 HOLLINGSWORTH, Thomas D., F1c  
 HORSEY, H. C., F1c  
 HORVATH, Charles, El1c(g)  
 HOWD, Harry D., P&F  
 HUGHES, Frank A., Sealc  
 HYNES, E. T., SF1c  
 IRWIN, W. E., Sea2c  
 JACQUES, Arthur L., Sea2c  
 JAMES, George R., AS  
 JAMES, Melvin C., Matt3c  
 JANVIER, Arsene, F3c  
 JEAL, John W., F1c  
 JELLY, Frank E., F3c  
 JEKEL, Harold L., F3c  
 JENSEN, William D., F3c  
 JETT, A. B., F2c  
 JOHNSON, Aaron T., F1c  
 JOHNSON, Arthur C., Matt3c  
 JOHNSON, Eugene L., Sea2c  
 JOHNSON, James, Matt3c  
 JOHNSON, John A., CY  
 JOHNSON, Lewis W., SC3c  
 JOHNSON, Sam D., QM2c  
 JOHNSON, Spencer J., Sealc  
 JOHNSON, William H., F2c  
 JOHNSTON, Hugh C., El2c(g)  
 JOHNSTON, Kyle D., El2c(g)  
 JONES, Leslie W., WRStd  
 JONES, N. S., F3c  
 JONES, Robert, WRCK  
 JONES, Walter F., SC4c  
 JONES, William H., BM2c  
 JORDON, Harold H., F3c  
 JUBENVILLE, Hector, F2c  
 KADGEN, Robert F., El3c(g)  
 KARP, Henry H., CY  
 KANE, Patrick J., F1c  
 KANNEBACKER, Charles, Cox  
 KEYC, N. J., F2c  
 KEEHEN, Joseph, QM1c  
 KEELING, Tildon F., Eng2c  
 KEENEY, Lester E., Sealc



KELLY, Powell, Eng2c  
 KELTY, Edward J., SC3c  
 KENNEDY, Fred A., F1c  
 KIERY, Laddie A., Bugler  
 KIERNAN, T. R., F3c  
 KILLEEN, John A., E12c(g)  
 KINDER, Alois A., CMM  
 KING, James A., SK1c  
 KING, J. E., CWT  
 KITOWSKY, Nicholas, F3c  
 KITTERMAN, Edward Letcher, Ptr3c  
 KNICK, Halfred W., F3c  
 KOHLER, Leuchte H., Sea2c  
 KONEYNENBERG, Henry J., Sea2c  
 KOZA, Joseph S., Sea1c  
 LADDERBUSH, Charles A., WT  
 LAEMERMAN, Leonard G., F3c  
 LALLY, Anthony P., CM1c  
 LANE, Archie S., Ptr3c  
 LANE, Howard J., CWT  
 LARRABEE, Albert M., QM1c  
 LAUSON, Floyd L., Eng1c  
 LAWSON, Peter J., F3c  
 LAWTON, Julius F., Matt1c  
 LEACH, Earl R., SC1c  
 LE CLAIRE, Manno D., F1c  
 LEFEVRE, Charles, F1c  
 LESNIAK, John, Sea2c  
 LESNIAK, Joseph J., SC3c  
 LEVA, Aurelio, Matt2c  
 LEWIS, Clarence E., F2c  
 LEWIS, Elmer E. W., F2c  
 LIVINGSTON, William G., CE(g)  
 LLOYD, L. V., F1c  
 LODER, Edward, CMM  
 LONERGAN, George H., Cox  
 LONG, Clark R., CY  
 LONG, Ernest L., F2c  
 LOONEY, Henry O., MM2c  
 LORENZO, Emilio, F3c  
 LOWERY, Frank L., AS  
 LOWREY, John E., Sea1c  
 MABILE, C., F1c  
 MacGREGOR, Peter, Bkr1c  
 MACK, Embert M., WT  
 MACK, William A., CM2c  
 MAGUIRE, D. J., SK3c  
 MAINE, FRANK H., SC3c  
 MANDERY, Jacob J., CY  
 McCANNEY, Charles J., F2c  
 MCCORMACK, Henry Rock, Sea2c  
 MCCOY, Floyd, CbCk  
 MCCOY, Harry J., F1c  
 MCCRAY, Alexander, Matt3c  
 McDERMON, Emmett F., Bmkr  
 McFARLAND, Walter A., MM2c  
 McGRATH, Herbert G., Yeolc  
 McGUIRE, Roscoe C., F1c  
 McHAN, Luther, F1c  
 MCCOOL, George E., BM1c  
 MCCUSKER, Harry J., F1c  
 McDANIEL, F. C., Sea1c  
 McKENDRICK, Michael J., F3c  
 McKENNA, Harold P., F3c  
 McKNIGHT, Lawrence L., F1c  
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 MANASCO, Elpido, WRStd  
 MANAYON, Vicente, Matt1c  
 MAST, Novie E., Eng2c  
 MAY, Clark, Sea2c  
 MAYER, Alfred E., QM1c  
 MELOCHE, Gilbert T., Sea1c  
 MENDOZA, Kanuto, Matt3c  
 MERRIMAN, John T., F2c  
 MERSINGER, Albert J., Sea2c  
 MESSINGER, Leo O., F3c  
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 MILLER, Isaac, Sea2c  
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 MOGUL, Mack, Sea2c  
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 MOORE, Charles, Jr., Matt3c  
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 NOBLE, John H., Eng1c  
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 NOONAN, V. A., F1c  
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 OCAMPO, Julio, Matt2c  
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 O'DONOVAN, Charles E., CY  
 O'HARA, Michael, CWT  
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 O'LEARY, Patrick, F3c  
 O'LOUGHLIN, Thomas J., SF1c  
 O'NEILL, Frank J., CY  
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 ORME, Henry F., Sea2c  
 ORTON, Harold D., Sea2c  
 ORRILL, Albert W., E13c(g)  
 OSBURN, Merland, F1c  
 OSMOND, John L., Sea2c  
 OSWALT, Frank, E13c(r)  
 PACALIOGA, Eugene S., CbStd  
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 PANCAKE, Noel W., BM2c  
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 PETERSON, Peter, F1c  
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 REICHENBACH, Fred L., SK2c  
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 SHIEL, Charles G., Bimkr  
 SCHRIVER, C., Eng2c  
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 SMART, H. W., Yeolc  
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 SMITH, Howard F., F3c  
 SMITH, John Bernard, Sea2c  
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 SMITH, Robert J., F2c  
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 STALEY, Herbert J., CStd  
 STANDARD, Leroy J. J., F1c  
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 STANLEY, G. L., F1c  
 STAUFFER, Harry M., F2c  
 STEIN, F., CY  
 STEELE, Ralph, SF2c  
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 STRATTON, Al Lenard, F2c  
 STRATTON, Charles A., Sea2c

STRAUSE, Carl J., Matt3c  
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 SULLIVAN, Lawrence B., Sea1c  
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 TEJERO, Sexto, Matt1c  
 TEMPLEMAN, Thomas A., Sea2c  
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 THOMAS, William, Sea2c  
 THOMPSON, Christopher T., Sea2c  
 THOMPSON, David J., Yeo2c  
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 THOMPSON, Julius O., Bkr2c  
 THOMPSON, Robert F., F1c  
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 TOPALAR, Bonifacio J., CbStd  
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 UPCHURCH, Harold J., F1c  
 UPSHAW, Thomas W., Sea1c  
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 VILLAREAL, Anselmo, Matt2c  
 VAN GUNDY, Clifford H., F2c  
 VIAW, Joseph G., Sea2c  
 VENEZUELA, Lucio, Matt2c  
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 WEATHERSPOON, Willie C., F1c  
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 WEIAND, Martin, Sea1c  
 WELLS, David L., SK3c  
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 WHEAT, Watson S., Yeo2c  
 WHEATLEY, John J., F3c  
 WHIPPLE, Arden C., CE1(g)  
 WHITE, Frank W., SC1c  
 WHITE, Fred W., WRCK  
 WHITTAKER, Ollie L. N., Matt3c  
 WIGHTINGTON, Frederick M., Matt3c  
 WILSON, George, LdsSC  
 WILKING, Floyd W., QM3c  
 WILLIAMS, C. L., Eng2c  
 WILLIAMS, George F., AS  
 WILLIAMS, Joseph E., Sea1c  
 WILLIAMS, Paul R., Sea2c  
 WILLIS, George B., Sea2c  
 WILLIS, Roy F., El3c(g)  
 WILLIS, William W., El2c(g)  
 WIRTH, Edward J., F2c  
 WINGERT, Gussie, El3c(r)  
 WOLF, Orril M., Eng1c  
 WOOD, Charlie E., CM3c  
 WOOD, George S., Sea1c  
 WYMAN, Andrew F., F3c  
 YAPLE, Floyd A., F2c  
 YOUNG, Jesse J., WRCK.

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